

50X1-HUM

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- 2 -

Train							50X1-HUM
Type		From	To	Engine	Cars	Time	50X1-HUM
(Workers)		Makhach Kala	Gudermes	Coal burner	8-10	4-4½ hours	
(Workers)		Mineralniye Vody	Prokhladnaya	Coal burner	8-10	2-3 hours	50X1-HUM
(Workers)		Prokhladnaya	Gudermes via Mozdok	Coal burner	8-10	12 hours	50X1-HUM
(Passenger)		Gudermes	Astrakhan via Kizlyar	Coal burner	Not known	Not known	50X1-HUM
		(2 daily services)					

Rail Communications Pyatigorsk - Mineralniye Vody (44° 12'N, 43° 08'E)

- The power for this electric railway was provided by the hydroelectric station of Baksan (43° 42'N, 43° 32'E). The trains on the electrified Mineralniye Vody - Kislovodsk railway line, which passes through Pyatigorsk, were composed of 4-6 cars. They passed through Pyatigorsk at 20-minute intervals, and were believed to run from 0300 hours to 0100 hours.
- A ticket from Mineralniye Vody to Pyatigorsk costs four rubles, while one from Pyatigorsk to Kislovodsk costs seven rubles.***

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Roads

7. Road Pyatigorsk (44° 02'N, 43° 05'E) - Nalchik (43° 28'N, 43° 57'E) (Autumn 1948)

The Pyatigorsk - Nalchik Road was about 15 meters wide and divided into a two-way avenue. The two lanes were separated by an asphalt pavement, about two meters wide, in which a row of trees had been planted.

8. Road Pyatigorsk - Cherkessk (44° 13'N, 42° 02'E) - Voroshilovsk (45° 03'N, 41° 59'E) (Early 1948)

This a double traffic road 5-8 meters wide. The condition of the surface in general was bad, and traveling in winter involved considerable difficulties. The surface of the road was as follows:

- a. The road from Pyatigorsk to Cherkessk was unsurfaced.
- b. The road section from Cherkessk to Nevinnomysskaya (44° 37'N, 41° 57'E) had a rolled earth surface.
- c. The road section from Nevinnomysskaya to Voroshilovsk had a gravel surface. This section had a continuous uphill gradient with many bends, particularly from the village of Barsukovskaya (44° 46'N, 41° 50'E) to Voroshilovsk.

9. The following main bridges

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- a. Double traffic wooden bridge over the Kuban River at Cherkessk. *****
- b. Wooden bridge over the Kuban River near Nevinnomysskaya. ***** Both ends of the bridge were guarded by armed sentries. This bridge was in bad condition and was being replaced by a new metal bridge. Construction of the bridge had started in 1946-47 and was not yet completed in early 1948. It had a three-span metal framework based on metal supports.
- c. Wooden bridge over the Nevinnomysski Canal, located about eight kms north of Nevinnomysskaya. This bridge was about 10 meters long. In early 1948 the canal, which was for irrigation purposes, was still under construction. The water would be drawn from the Kuban River.

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- 4 -

- d. Wooden bridge over a canal (name unknown). This bridge was located 8-10 kms north of the Nevinnomyski Canal bridge. This canal was also still under construction and was to be used for irrigation.

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10. Apsherensk-Krasnodar Road.

[redacted] a place called Mayilnayia (sic), situated exactly 35 kms west of the Khadizhinskaya Railroad Station. This place was a small settlement for housing the prisoners working on the road in barracks. It was situated to the north of the road. In May 1942, another 500 prisoners came to Mayilnayia. They worked on a section of the road extending from the small town of Goryachi Klyuch to Mayilnayia. This section of the road was completed.

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Comment:

Mineralnye Vody to Kislovodsk cost 12 rubles.

a round trip from

Comment: It was

four meters wide

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5



Comment:



these two bridges are not over the Kuban River but over the Novinka River (44° 33'N, 41° 59'E).

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